

NEGRO SECTION ASKED IN BUSES

Segregation Is Sought By
Customers On 15th-st
Line Of Beco

A segregation plan for white passengers and Negroes on the 15th-st, s, bus line will be discussed with Birmingham Electric Co. officials, city commissioners decided today.

The City Commission decided to take up a segregation proposal with Beco after Clement S. Barnes spokesman for a group of South-side residents who use the bus line, warned that crowded conditions on the buses are causing complaints by white passengers.

The commission approved temporary employment of George Spencer to fill the position in the comptroller's office formerly occupied by Jack Brazelton, injured Aug. 15 in an airplane crash.

Brass courtesy parking tags were issued to C. M. Forbes, supervisor of the State Tax Commission; Jim C. Smith, U. S. district attorney; H. E. Hagood, city building inspector, and W. B. Fynt, building engineer and supervisor.

RAILROAD DROPS JIM-CROW COACH AFTER PROTEST

NEW YORK, N.Y., March 20—Practice of jim-crow on a coach of the Chicago, Rock Island and Pacific train running between Little Rock, Ark., and Oklahoma City, Okla., has been dropped by the railroad after an unremitting battle waged by the NAACP.

The complaint from the NAACP requested alteration in the jim-crow car in which Race women and white men and Race men were forced to use the same lavatory.

The arrangement became known when a Race woman traveling on the train last fall made complaint to the NAACP. The journey is one of ten hours. On this particular day there was only one coach on the train. It was divided in half and in one end was a toilet for white women with that end occupied mostly by white women. The other half was a smoker for white men which had a curtain hung across several seats reserving a small section for Race people. In that end of the coach was a toilet which was for the use of white and Race men and Race women.

In its protest to the Rock Island railroad the NAACP wrote:

"Please be advised that we are instructing all of our branches that this is a violation of all principles of equal protection and accommodation and that the company is legally liable to any Negro woman who is forced to use a toilet in a smoker available to Negro men while a separate toilet is provided on the train for white women."

The NAACP advises Race women that they have a legal right to bring suit against railroads for such accommodations and that it will be glad to advise whenever specific instances are referred to it.

Jim Crow Train Signs Draw Northern Protest

NEW YORK (ANP)—The NAACP has filed protest with the general passenger agent of the Pennsylvania Railroad against jim crow signs in day coaches of trains brought up from the South into New York over the lines of the company.

Pointing out that "white" and "colored" signs are illegal in the North, the association insisted that railroad employees should be instructed to see that they are removed when north of Washington. This especially applies to trains brought up from Florida, Georgia and New Orleans, and hauled by the Pennsylvania from Washington north.

Jim Crow Cars - 1936

Georgia.

White Man Refuses To Vacate Seat In Rear Of Street Car; A. U. Lab Hi Co-Ed Arrested For Sitting Between Whites

On her way to school around 7:40 o'clock Thursday morning, Miss Alma Vaughan, student of the tenth grade of the Atlanta University Laboratory high school and daughter of one of Atlanta's most prominent contractors, was taken from the car by an Atlanta policeman on a charge of "disorderly conduct" and carried to the Juvenile Detention Home at the Carrie Steele Orphanage.

The young woman boarded the South Pryor car at Ridge Avenue. The car was entirely filled in the rear and there was only one vacant seat, about three seats back, with some six or eight seats with one white person to a seat. Alma went to the rear of the car and asked a white youth to move to the seat in the front but he refused and Alma then took the seat herself. On a previous occasion, Alma says the same conductor, when requested to move a white passenger to the front so that she might have a seat, had refused and, in insulting language, had attempted to drive her to the rear of the car. When a white passenger called his attention to the girl seated in front of white people, the conductor-motorman stopped the car and came to Alma and ordered her to the rear of the car. When Alma explained that there were no seats in the rear, the conductor-motorman caught her by the arm and attempted to drag her from the seat. The calm and quiet persistence of the little fourteen year old girl was too much even for such a man and he released her arm and told her that he would have her put off the car. Alma then quietly requested her ticket and offered to leave the car but the agent of the Georgia Power company refused this request and started his car again. At Georgia avenue, two white girls left the car and the girl immediately got up and took the seat in the rear which they had vacated. By this time, the agent of the Georgia Power Company, employed to protect his passengers and to administer to their comfort, had called a policeman and told the

officer the girl had refused to move to a rear seat when there were plenty of seats in the rear. The law officer then ordered her to go with him from the car, which order she quickly obeyed. But the officer insisted on dragging the fourteen-year old girl by the arm and holding her until the police wagon arrived. She asked to go in the drug store and call her parents but was refused and was taken to the Carrie Steele Home.

At the Carrie Steele Home, the matron, who knows the family quite well, called Alma's home and reported her plight to her mother who immediately summoned Mr. Vaughan. Mr. Vaughan went immediately to the office of Juvenile Judge Watkins and was informed that Detective Starnes had gone for Alma. All efforts were made by the detective to keep Alma's people from being with her, but Mr. Vaughan insisted that it was his right to be with his daughter when she was questioned and his demands were finally met. Questions were asked in such a way as to give the impression that the girl was an incorrigible, but the evidence of all witnesses was entirely too strong for any doubt to be left on that point.

Alma's principal testified she was one of the most orderly and responsible children in the high school and many children had complained to him of the brutal and unpleasant tactics of passengers and conductors toward colored passengers on the street cars.

The Pryor street line is generally reported as the "most unpleasant" line for Negroes to ride. One of the teachers at Washington High School, who inquired about the case stated that he and several other teachers in the Atlanta public schools had been forced to purchase cars in order to avoid serious trouble on this line.

Jim Crow Cars-1936

Illinois.

White Passengers Complain About Bus Lecturers Who Joke About The Race

Several white persons, passengers on sightseeing busses this week registered complaints about lecturers, who when passing Race neighborhoods, make wisecracks and unpleasant remarks about the residents.

It would be much more effective if these passengers would take their complaints to the companies that own the busses, and insist on the employment of intelligent lecturers to replace those men who are given their jobs not on their merit but merely because they are white.

One of the persons who complained, a young white woman, explained she didn't go on the tour to hear a class of people villified and insulted, but to get information and instructions. The companies should take cognizance of these breaches of good manners.

Jim Crow Cars - 1936

Missouri.

DRIVER TRIED TO SEGREGATE TWO KANSANS

Call
Wade Knox and Darius
King Sue Stage Lines
Company

12-28-36
In suits filed against the Southern Kansas Stage lines for eviction by a driver, Wade Knox and Darius King were awarded judgments of \$200 each in the courts of Judge Clarke E. Tucker and Judge Harvey J. Emerson, both in Kansas City, Kas.

The plaintiffs, who were represented by Atty. Myles C. Stevens, asked for \$1,000 in their original petitions.

Arkansas City
Forced to Leave Bus
The suit grew out of an incident which occurred around October 22, when the men, enroute to Arkansas City, Kas., to fill an engagement, were forced to leave a bus at a transfer point in Emporia because they refused to sit in the rear of the vehicle.

According to their allegations, Knox and King, accompanied by Cornelius Groves, whose suit is pending, had transferred their luggage and were seated in the bus. As the bus began to fill up, the driver told them to take seats in the rear.

Threw Luggage to Sidewalk

Upon their refusal to do so, the men said the driver told them to get off the bus. In order to avoid any unpleasantness the men complied with his request. When they got off, they stated that the driver threw their luggage to the sidewalk, closed the door and drove off.

According to their statement, the men were unable to fill their engagement at Arkansas City because they had to remain in Emporia from 9 o'clock on the night of the incident until 4 o'clock the next morning. The incident also caused them much embarrassment they stated.

A hearing on Groves' suit is scheduled for today or Monday. The suits were filed October 26.

Jim Crow Cars - 1936

New York.

Bus Line Ousts Negro Woman Who Refused To Give Up Her Seat For White Passenger

Charging that she was the victim of gross discrimination on the part of the Great Eastern Bus System, Mrs. Lottie Grant of 208 West 138th street consulted with officials of the National Association for the Advancement of Colored People last week in an effort to secure redress.

Mrs. Grant left New York on December 22 by bus for a holiday visit with relatives in Savannah, Ga. She purchased a ticket at the branch office of the Great Eastern Bus Line located at 2204 Seventh avenue, which would take her from New York to Richmond, Va. From there she would have to transfer to another line for the remainder of the trip.

She states that when she arrived at Washington, D. C. an attempt was made to persuade her to change her seat to the rear of the bus, especially as two white women had boarded the bus and inquired of the able to find no seats. Since there were no seats in the rear of the bus and since she had purchased a ticket called for seat 13, Mrs. Grant refused to move.

When the bus arrived in Alexandria, Va., three policemen boarded the bus and by intimidation forced her to change her seat. Mrs. Grant also charges that the bus line provided no lavatory facilities or lunchroom where its colored passengers could be served below Washington. She stated that she refused to accept food handed out through a window, and only ate an apple during her trip South. She returned by rail and immediately took up the matter with Roy Wilkins, assistant secretary of the N. A. A. C. P.

Mr. Wilkins wrote officials of the company setting forth the facts of the case, but had not received any reply up to Tuesday. His letter is as follows:

January 9, 1936

Great Eastern Bus System
244 West 42nd street

New York City
Gentlemen:

We have had a complaint from Mrs. Lottie Grant, 208 West 138th street, New York City, about the treatment accorded her on one of your buses December 22, 1935 on a trip from New York to Savannah, Georgia.

Mrs. Grant states that she was sold seat No. 13 in your bus on that date, and that when she arrived in Washington, D. C. an attempt was made to persuade her to change her seat to the rear of the bus, especially since two white women had boarded the bus and had been able to find no seats. Since there were no seats in the rear of the bus and since she had purchased seat No. 13 to Richmond, Virginia, which is the terminus of your lines, Mrs. Grant refused to move.

When the bus arrived in Alexandria, Virginia, three policemen boarded the bus and inquired of the driver what person refused to move from his seat. In an exchange with the policemen Mrs. Grant refused to move and demanded that her money be refunded. There were still no seats in the rear of the bus. The policemen were about to arrest her and escort her from the bus when an arrangement was made by which she occupied a seat further back. The point is that Mrs. Grant did not (and rightfully so) wish to surrender her seat when there was obviously no place for her to sit, since she had paid for a seat in one of your buses.

This Association wishes to inquire whether or not it is the practice of your company to summon policemen to humiliate and embarrass interstate passengers who

may be traveling on your lines. Mrs. Grant states that she purchased her ticket from your office at 2304 Seventh avenue, in the heart of Harlem, New York. This ticket office is maintained, presumably, because you desire the patronage of colored persons, since the residents of the area in which your office is located are almost exclusively colored. Mrs. Grant and this Association would like to know whether or not you are maintaining an office for the purpose of soliciting the patronage of colored people only to subject them to the humiliation of being accosted and threatened with arrest by policemen in cities along your route.

Mrs. Grant also complains that the toilet facilities for colored people were grossly inadequate and colored men and women were forced to use the same lavatory. She reports, also, that she had nothing to eat because the lunchroom facilities were humiliating in the extreme. She found that she could not purchase a sandwich by going to the counter of one of your lunchrooms, but had to go to a window through which the sandwich and coffee were thrust to the outside. She refused to do this and therefore had only an apple to eat during her journey. She states that the weather was wintry and that there was snow, and that she did not feel that she should have to go in the snow to an outside window to have a sandwich thrust at her, when other passengers on the bus were able to go in through the front door of a warm restaurant.

This Association is aware of certain discriminations existing in the southern states, but it is also aware of the fact that the Great Eastern Lines, in accepting a fare, obligates itself to transport the passenger and care for his comfort and convenience enroute. We believe that in forcing unwelcome, unfair, and humiliating conditions upon colored passengers on your lines, you are failing to fulfill the terms of your contract. We are entering vigorous protest against this procedure, urging that something be done at once to correct the conditions complained of by Mrs. Grant.

Very sincerely yours,
(Signed) ROY WILKINS
Assistant Secretary

Jim Crow Cars-1936

Oklahoma.

Muskogee Woman Sues Bus Line

11-7-36
Told To Get Up and Give
Her Seat to White Man

MUSKOGEE, Okla., Nov. 5—(ANP)—The Muskogee Electric Company, which operates buses throughout the city, was made the defendant recently in a damage suit for \$500, filed in the city court by Miss Gertha Williams, well known resident here.

In the petition Miss Williams alleges that she boarded the bus at the North Second Street Terminal and took one of the seats set aside for colored passenger. Later a white man boarded the bus and found all the seats occupied, whereupon the driver ordered Miss Williams to get up and give the white passenger her seat.

She refused point-blank, after which the driver threatened her and ordered her to "get off this car." She then demanded return of her fare, to which the driver replied: "Get on off. I'm not giving you anything but time to get off before I throw you off." Miss Williams said it was raining at the time, she had no other means of transportation to her home and that the white passengers laughed at her as she was being forced to leave the bus.

UNEQUAL ACCOMMODATIONS IN TEXAS—

The Waco Clarion in a recent editorial discusses the unwillingness of bus companies operating in Texas to furnish rest-room accommodations for Negro patrons, citing an incident in which white women showed open resentment because of the refusal of a certain Texas bus company to allow a black mother to use the toilet provided for them. It is said the bus company official told the helpless mother, with two small children, to walk a considerable distance to a railroad station where she could then relieve the call of nature.

While the attitude of the white women who protested against this outrage is a fine indication of the new psychology developing in the South, it is not sufficient for Negroes in any southern state to wait the whim and caprice of individuals, and incidentally their well wishes. What is needed in all instances is law, and the enforcement of law.

The fact that these southern women practically demanded that this one Negro mother be given the right to use the same conveniences that they use, indicates that sentiment in the South is developing properly. Public sentiment is the underpinning of all law.

We happened last week to stop off in Terrell, Texas, and discovered at the bus station that only one toilet was provided for Negro men and women. This was not true in the white section because we happened to land in that compartment through mistake.

It is for these things that the Negroes in Texas under the banner of the N. A. A. C. P. should fight. A concerted effort to enforce the law in Texas along these lines would bring results. The separate coach and waiting room law in Texas and in all other southern states provides for "equal but separate" accommodations. The accommodations are separate, but not equal. Here is solid ground upon which all black Texans should stand and battle for their rights of their women, and the guarantees written into the transportation statutes of the Lone Star State.—The Black Dispatch.

Man Is Assaulted When He Refuses To Give Up Seat

Said He Refused to Sit in His Place

DALLAS, Texas, July 3—The Dallas Morning News discussed editorially Thursday the "Jim Crow Law" as follows: "The Texas 'separate coach law,' better known as the jim crow law, comes in for more attention in an incident in which a local street car conductor knocked down a Negro passenger who refused to move his seat when the car official changed the position of the marker separating the races. Whether the conductor was right in this particular case depends on the actual circumstances; the violence used is certainly open to question. In all cases, give and take by both races can adjust satisfactorily handling their segregation in conveyances."

The state law on the subject clearly provides for racial separation in street cars by markers, sensibly not requiring separate compartments. It is silent on the subject of the movable marker over which most of the local trouble arises. The law clothes a street car motorman with authority to remove a passenger not seated in the space set apart for his race. It is open to question whether the passenger can be in the wrong if he has seated himself properly in the first place. When he is so seated, no court is likely to hold that he can be forced to move to a space where there are no vacant seats, merely because the conductor decides to move the marker.

"Racial adjustment is never difficult when it is attempted in a spirit of fairness and courtesy. When either race fails in that spirit, trouble is caused, sometimes unfortunately oppressing the innocent party. The Negro is not always wrong in a white man's world, but most of the time he must indulge in dark laughter when he recalls a striking phrase

from Henry W. Grady's tribute to the Southern Negro. The love we feel for that unhappy race,' said the great orator, 'others can not measure nor comprehend.' The Negro himself frequently is tried sorely to measure and comprehend it."

The editor of the Dallas Morning News, Dr. James Quayle Dealey, was once professor of sociology at Brown University, Providence, R. I., and among his race students was Dr. J. B. Watson, president of Arkansas State College, Pine Bluff.

Jim Crow Cars - 1936

Virginia.

Passenger Says Bus Driver Knocked Him Unconscious

RICHMOND, Va. — When Herman Smith of Caroline County, working for a Church Hill section cleaner in Richmond, got on a Greyhound bus Saturday night at 12:15, the bus driver asked him to get off until he started taking up tickets. Smith said he replied, "Okey Dokey," and got off.

When he alighted the driver, he said, came out and knocked him unconscious. A redcap at the station, located at Fourth and Broad, said the driver struck Smith several times and said, "I will kill you!" Smith suffered a deep gash in his right temple and an eye is still considerably discolored. The driver ran and could not be found to take the bus out.

He was located in Washington, D. C., the next day, but has not been allowed to drive a bus since. Smith said he is entering a suit against the company and had secured a warrant against the driver, whose name was unknown to him.